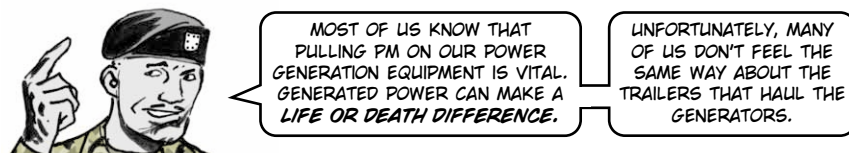
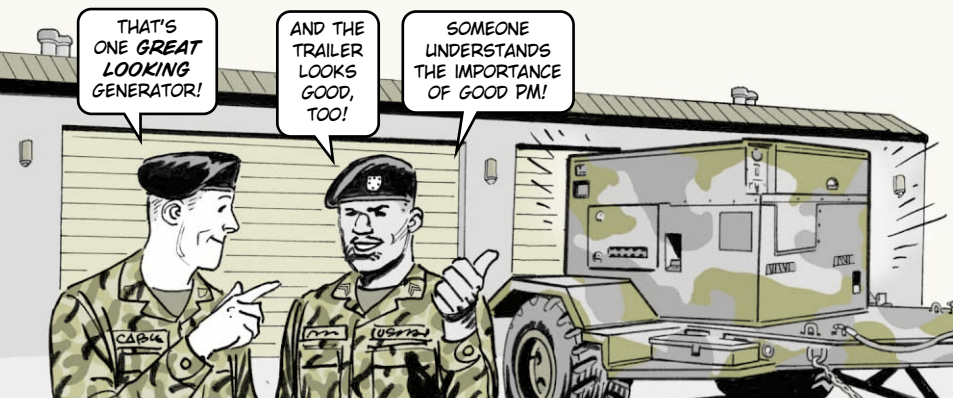


DON'T FORGET TRAILER PM



"YOUR GENERATOR CAN RUN LIKE A SWISS WATCH, BUT IF YOU CAN'T MOVE IT TO WHERE IT'S NEEDED, YOU MIGHT AS WELL PUT A FENCE AROUND IT AND CALL IT A WORK OF ART."

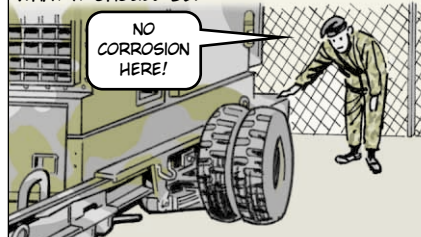
"SO, UNLESS YOUR NAME IS **REMBRANDT**, GET YOUR CLIPBOARD, GO OUTSIDE AND DO A WALK-AROUND FOR EACH OF YOUR TRAILERS."

HEY! MY NAME'S **REMBRANDT**!

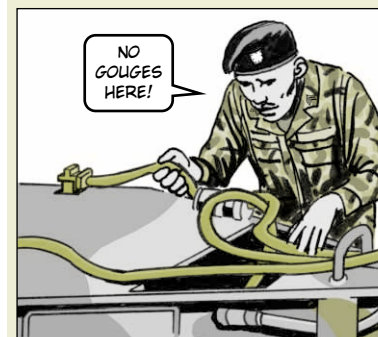
YOU JUST VOLUNTEERED. LET'S INSPECT THE NEXT TRAILER...



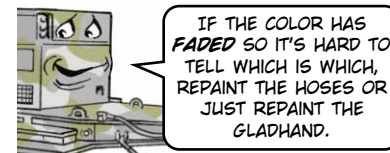
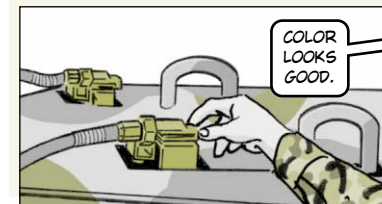
A GOOD STARTING POINT IS TO LOOK FOR **EXCESSIVE CORROSION**. NOT ONLY IS CORROSION A **PROBLEM** TO DEAL WITH, BUT IT'S ALSO AN **INDICATION** THAT YOUR STORAGE AND PRESERVATION JOB IS NOT WHAT IT SHOULD BE.



THEN EYEBALL THE INTERCONNECTING HOSES AND ELECTRICAL CABLE. LOOK FOR **GOUGES**, SPOTS THAT HAVE WORN SMOOTH AND CORRODED CONNECTORS.



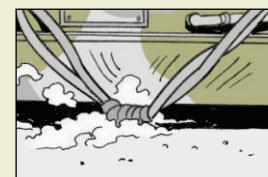
MAKE SURE AIR HOSES, ARE COLOR CODED—RED FOR EMERGENCY AND YELLOW FOR SERVICE.



MAKE SURE THE HOSES ARE TIED IN PLACE TO THE FRAME WITH NYLON TIES, NSN 5975-00-156-3253.



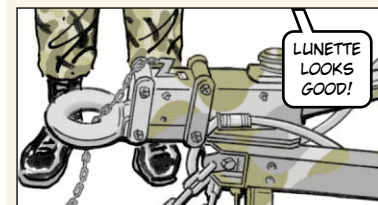
"TIED HOSES **DON'T** DRAG THE GROUND OR GET CUT BY A TURNING TRAILER."



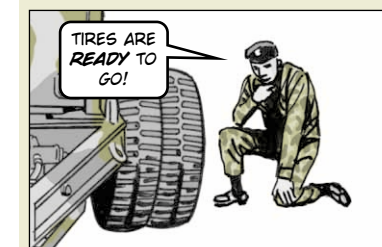
IF YOU NEED TO TIE YOUR HOSES DOWN, USE THE TWO-TIE METHOD. USE ONE TIE TO LOOSELY HOLD THE HOSE TO THE TRAILER. THEN PUT THE SECOND AROUND THE FIRST TIE BETWEEN THE HOSE AND THE FRAME.



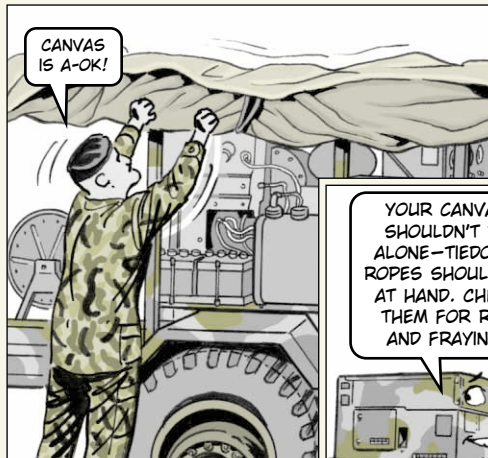
WHILE YOU'RE LOOKING AT THE HOSES IN THE LUNETTE AREA, TAKE A GOOD LOOK AT THE TRAILER'S TONGUE. *IS THE SIDE BAR GUARD BENT? IS THE LUNETTE BENT?* UNUSUAL BENDS IN THESE TWO AREAS COULD MEAN YOUR TRAILER HAS JACK-KNIFED IN THE PAST. THAT MEANS THERE MAY BE HIDDEN TROUBLE.



DROP YOUR GAZE DOWN TO THE TIRES. OF COURSE, TAKE CARE OF ANY FLAT ONES, BUT ALSO TRY TO DETERMINE WHICH ONES MAY BECOME FLAT NEXT. LOOK FOR EXCESSIVE WEAR AND CHUNKS OUT OF THE TREAD.

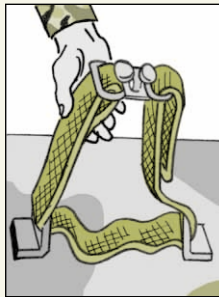


IF YOU STORE YOUR CANVAS IN YOUR TRAILER, IT NEEDS A ONCE OVER, TOO. CANVAS SEEMS TO BE A WATER MAGNET. DOES WATER PUDDLE UP AND STAY TRAPPED IN YOUR CANVAS? IF SO, TRY TO STORE IT IN A WAY THAT SOLVES THAT PROBLEM. CLEAN, DRY AND FLAT IS A START, BUT YOU MAY ALSO NEED A SLANTED BOARD UNDER THE CANVAS TO HELP WITH RUNOFF.



IS THE CANVAS FREE OF HOLES AND TEARS? SMALL PINPOINT HOLES AND LEAKS AROUND SEAMS CAN BE HANDLED WITH SEALANT:
1 PT, NSN 8040-00-262-9028
1 QT, NSN 8040-00-262-9031
1 GAL, NSN 8040-00-281-1972

YOUR CANVAS SHOULDN'T BE ALONE—TIEDOWN ROPES SHOULD BE AT HAND. CHECK THEM FOR ROT AND FRAYING.

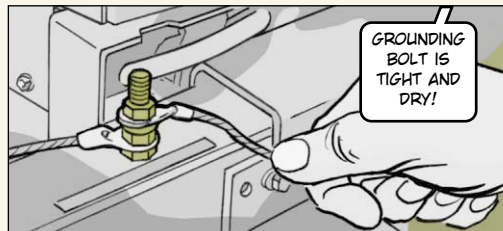


YOUR WALK-AROUND SHOULD INCLUDE A **HAND CHECK** OF ALL BOLTS FOR TIGHTNESS. EYEBALL THEM, TOO, FOR CORROSION.

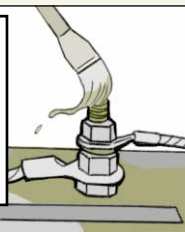


DON'T FORGET ABOUT THE GROUNDING BOLT. VIBRATION **LOOSENS** THIS BOLT AND MAKES FOR A POOR GROUND.

ALSO, A LOOSE BOLT LETS WATER CORRODE THE GROUND CONNECTION.



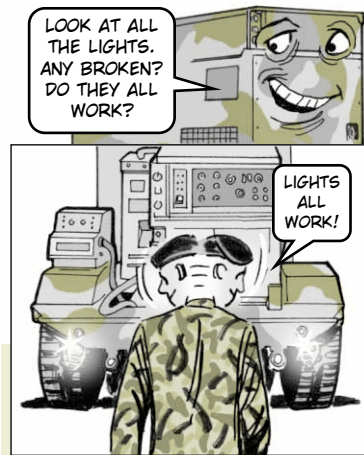
COAT THE BOLT AND TERMINAL WITH **RTV SEALANT**, NSN 8040-00-118-2695.



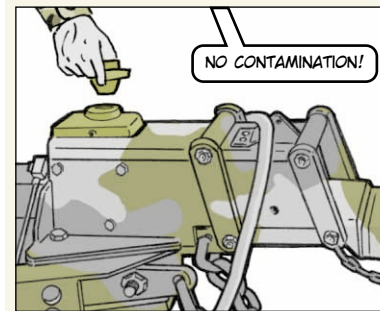
RTV SEALS OUT MOISTURE AND KEEPS THE BOLT TIGHT.



LOOK AT ALL THE LIGHTS. ANY BROKEN? DO THEY ALL WORK?



FINALLY, CHECK THE BRAKES. IF YOU HAVE HYDRAULIC BRAKES, CHECK THE MASTER CYLINDER TO MAKE SURE THERE'S ENOUGH FLUID IN IT AND THAT IT HASN'T BEEN CONTAMINATED WITH WATER. IT WILL LOOK MILKY IF THERE'S CONTAMINATION.



IF YOU HAVE AIR BRAKES, THE AIR TANKS SHOULD HAVE BEEN DRAINED AFTER THE LAST OPERATION. IF THEY WEREN'T, YOU MIGHT HAVE FROZEN OR CORRODED LINES.

CHECK THE PETCOCK. AFTER YOUR AIR TANKS WERE DRAINED, THE PETCOCK SHOULD HAVE BEEN CLOSED. MANY AREN'T THOUGH, AND AN OPEN PETCOCK LETS CONDENSATION FORM BACK IN THE TANK.

DON'T FORGET THE EMERGENCY HAND BRAKE. CHECK IT. IT SHOULD NOT BE SET IF YOUR TRAILER IS BEING STORED FOR A LONG TIME OR IF YOU'RE EXPECTING FREEZING WEATHER. THE CABLE AND HANDLE CAN FREEZE AND BREAK WHEN YOU TRY TO USE THEM. THEN YOU CAN'T RELEASE THE BRAKE.



PM PAINTS THE **PERFECT** PICTURE!

